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The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL, CARLILL & CO.,
General Agents.

NEW SERIES NO. 1044. 日三月九月四十二日光

THURSDAY, OCTOBER 27, 1898.

四拜禮

暨七廿月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

SUBSCRIBED CAPITAL Yes 12,000,000
PAID-UP CAPITAL 10,500,000
RESERVE FUND 5,500,000

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KOBE NEW YORK
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LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

On fixed deposits for 12 months at 1 per cent.

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THE HONGKONG TELEGRAPH, THURSDAY, OCTOBER 27, 1898.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscribers, Agents, &c., be sent to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications and illustrations must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

Whilst the column of the "Hongkong Telegraph" will always be open for the communication of all questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

LOCAL AND GENERAL.

In North Celebes some Australians, acting for a Dutch syndicate, are said to be working a claim which is turning out 60z. of gold to the ton.

The Joint Telegraph Companies report that telegraphic communication with Tientsin, Pekin, Nanchang, &c., via Chinese lines from Shanghai is interrupted, but restoration is expected to-night.

MR. NELSON, the Superintendent of Posts and Telegraphs in Pekin, is said to have persuaded the Postmaster-General of the Colony to secure the acceptance of the Native States stamp by the Postal Union. The change will come into effect on New Year's Day.

The work of connecting the Southwark and East London water systems by the Thames sub-way was completed in 18 days. The addition to their supply thus made available would enable the East London Company to extend their service to six hours a day.

ACCORDING to the *Universal Gazette* it is intended to garrison the vicinity of Shantung with something like 100,000 men in the near future, and positions between Shantung and Kiao-chou, north of the Great Wall, are being selected for building fortified encampments for those troops.

H. H. the Sultan of Pekin, says the *Parak Pioner*, is much concerned at the number of deaths—now said to be sixteen—caused by the man-eating tiger at Ningpo, and Mr. W. W. Douglas went to Kuala Kangsar recently to see His Highness with a view of taking some measures to rid the district of the beast.

AN able seaman escaped from the train at Selby, near Canterbury, while under escort from Chatham to goal. Just as the train was moving out of the station, the prisoner suddenly sprang from his seat, dashed his handcuffs against the doorway and snapped them in two, unfastened the door, and sprang out. He got clear away.

PRIVATE letters from Pekin say that Prince Ching's remonstrances against the bringing of foreign troops to the capital as Legation guards are not intended to be taken seriously by the Government, and risk the combined anger of all Europe." In other words the Russian press supports France and points out in the plainest language that the fighting days of England are over.

We can't agree with that view of the question. We are of opinion that there is a little fight left in the old country yet, and if the French are game to take us on they, will find us as troublesome antagonists as ever before. If the Russian papers had said that there are no statesmen left in England, and very little statesmanship, we would have felt inclined to agree with their publicists. There is no course open to us in the present crisis compatible with honour but to demand the unconditional withdrawal of the French from the valley of the Nile, but our so-called statesmen have so frequently of late years cast honour and honesty to the winds, as to frequently put their foot down and nevertheless given way and drawn back that it would not surprise us if we heard to-morrow that a *major révolte* had been arranged, which gave the French all they asked for and left England without a shred of honour or prestige.

If war should break out we do not believe that Russia or any other power will, in the first instance take a hand, against us. Russia will endeavour, as she has always done to push her own little games in the East and in the Farther East while the only power competent to oppose her is otherwise engaged. Russia will press forward in the Balkans, in Asia Minor, in Persia and in Manchuria, Mongolia and the Corea, while no one is looking, and gather in a few more thousands of square miles of territory and a great many millions of additional subjects. She will only go to war with us in the event of our foolishly leaving an opening for her here in the Farther East. If our fleet out here is largely depleted to supply needs nearer home, so that the Russian fleet is left supreme in these waters she might be tempted to make a dash for the dominion of the waters east of Suez. If our fleet here is maintained at its present strength and in readiness for any thing that may turn up, Russia will hold her hand. She cannot well fight us in Europe. She would much rather tackle us after the termination of our trial of strength with France, however it ends. She will move no hand to help the French.

REUTER'S MESSAGE.

THE SITUATION.

LONDON, October 25th. A Cabinet Council has been summoned for Thursday.

Eighteen of the newest Torpedo-Boat-Destroyers have been ordered to be put in commission.

The *Daily News* states that warships to prepare for the possibility of mobilisation have been sent to all British Naval headquarters.

WEATHER REPORT.

The Observatory report to-day says:—On the 27th at 11.30 a.m. The barometer has risen generally, particularly on the E. coast of China. The typhoon seems to be, at present, filling up to the West of the Balingtang Channel. High pressure covers N. China. Gradually rather sleep with N. and N. E. gales off the China coast and in the N. part of the China Sea. FORECAST:—Fresh or strong N. winds; fair but unequal.

A RISE IN CONSOLS.

Upon inquiry at the Hongkong and Shanghai Bank a representative of the *Hongkong Telegraph* was courteously informed that Consols, which had fallen to £107.50, had risen to £115.0 yesterday and now stand at £109.

The *Shanghai Daily Press* learns that there is a very high demand for fire-arms (both rifles and revolvers) and ammunition in Shanghai just now, for shipment both north and south. It is stated that one foreign firm has sent over to Japan, instructing its representatives there to purchase as many of the Mauser rifles which were captured at Port Arthur and Wei-hai-wei as can be obtained, for immediate shipment here.

DAIRY FARM CO., LTD.

The second ordinary yearly meeting of shareholders in the above Company was held to-day. Capt. Tillett presided and there were also present—Capt. Burne (Director), Messrs. W. H. Poole (Secretary), G. C. Cox, A. L. Walker, W. H. Ray.

The Secretary read the notice convening the meeting.

The Chairman said:—The report and statement of accounts had been in your hands for some time, according to the usual custom, and with your permission, we will take them as read. It is a matter of great regret to the Board that they are unable to present to you a better report of the working for the past year. This unfortunate result is almost entirely due to the effects of the epidemic of foot-and-mouth disease which attacked the herd in November and December, and the attack of rinderpest in January. The disease appeared for the first time in the history of the Colony at the Cattle Depot and our Poddoklam Station, the latter of which was declared an infected area, but was fortunately released by the Sanitary Board before the disease spread to your other station at Saseon's and at West Point, by which time it was general throughout the Colony—otherwise our business would have been entirely suspended. As it was one sale in December was reduced by two-thirds from those of the preceding four months, while the expenditure was largely increased, and the price of all food stuffs, etc., had risen considerably. Although the yield has gradually improved, its still far below the average of previous years. This is owing to the fact that although we only lost by death two or three head from this foot-and-mouth disease the bulk of the cows slipped their calves, and instead of giving twenty or thirty lbs. of milk have only given three or four lbs. apiece. The effects of this are still being felt. The rinderpest which attacked the station at Saseon's in February carried off some twenty head of cows, and shut out the supply of milk from that station for nearly a month. Fortunately the Sanitary Board adopted a different policy to that of 1896, when they closed up the farm, the result of which was that when we lost over 160 head of a herd of 180. During September and October last the herd was increased by 75 head, and, owing to the reduced supply, again in January a lot of eighteen head was purchased. In May last Mr. James Walker, who has been Manager at the farm since November, 1892, went home on six months' leave, and his brother, Mr. A. L. Walker, is now in charge. At the present time, I am pleased to say, the herd is in excellent health and condition, and all our produce meets with a ready sale. At present we are unable to fill many orders, and it would seem that we should buy more cattle, were it not that we consider the \$15,000 uncalled capital should be retained as a nucleus of a reserve fund, which we should like to see equal to the book value of the herd. I am sorry, gentlemen, that Dr. Noble was not here to take the chair at this meeting. Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions the Chairman proposed the adoption of the report and accounts.

Mr. Ray seconded.—Carried.

It was proposed by Mr. Ray and seconded by Mr. Walker that the retiring directors, Capt. Burne and Dr. Noble, be re-elected.—Carried.

Mr. Cox proposed the re-election of Mr. Fullerton Henderson as an Hon. Member.

Mr. Potts seconded.—Carried.

The meeting then terminated.

HONGKONG FOOTBALL CLUB'S SIX-A-SIDE COMPETITION.

Mobley's team have now a clear lead in this competition and look, all out, winners.

They have the 3 games they have played and their goal record is 5 goals to nil which is very creditable, especially as in one game, they played a man short throughout.

They have yet to meet Letbridge's and Looker's teams whilst the teams they have most to fear in the ultimate result are Mackay's and Letbridge; these two latter have however yet to meet; each so one must help to destroy the other's chances by inflicting a defeat, or both will suffer by a draw. Yesterday Mobley's men beat Nobles by 1 goal to nil, so that what was probably the best game in the competition, was so far.

Both sides missed opportunities, yet all played well. There was not enough combination in either of the teams' play and a spectator could see many chances thrown away through the lack of a judicious pass. What is the use of a man trying to do all the work himself when he can easily get somebody else to assist him? There is no use, but this club men will not see. Willie Armstrong is coming on and yesterday played a very useful game for Nobles. He is not at all graceful, but all sound, well he is such a fella that he is very difficult to get round.

The table up to and including yesterday stands:—

TEAMS.	PLAYED.	WON.	DRAWN.	LOST.	FOR.	AGAINST.	POINTS.
Mobley's	3	3	0	1	4	1	6
Mackay's	3	2	0	1	5	3	4
Nobles	4	2	0	2	5	3	4
Letbridge's	3	1	0	2	4	3	3
Looker's	3	1	0	2	2	6	2
Davies'	3	0	0	3	0	7	0

FASHODA!

Fashoda, which is so suddenly wakened to find itself famous, is the capital of the Shilluk country, and a point of considerable strategical importance on the Upper Nile, as one of the few places where it is possible to land on that river. For the thousand miles from Lido to Khartoum there are, according to Gordon, but four: one 60 miles below Lido, in the country of the Shilluk, another at the old mission of the Holy Cross, below Bohi and at the mouth of the Shilluk, 60 miles further down, and the fourth at Fashoda, 60 miles below. For 600 miles north of it he says "people do land, but it is over your knees in the rainy season." It is by no means a sanguine, but is the centre of a fertile district, and was a point of call for all southward bound boats as a place to fill up their stores of corn, but the country round it is now devastated, and uncultivated. Before the advent of Sir Samuel Baker in 1861, and indeed long after, it was a great emporium of the slave trade, but was fortified and garrisoned by Ismail Pasha in 1865. In 1866 the tribes revolted, and were subdued by General Pasqua and Dr. Jucker mentions that, at the time of his visit in 1880, the surrounding country was so thoroughly pacified that no journeys could be made into the interior without the escort of Egyptian soldiers. It was in recent years used as a penal station, and was garrisoned by Egyptian troops until after the defeat of Hicks Pasha in 1883, when boats were ordered to be sent up the White Nile to bring them away. It harbours the country of the Daggars, Arabs of Kordofan, and could scarcely have been reached by the French from the Bah-el-Ghatal except by water transport down that river and the Nile.

CONCERT OF EUROPE AGAINST ANARCHISM.

Italy has taken the opportunity of the universal indignation excited by the assassination of the Empress of Austria to initiate a movement for international measures against anarchism, and it is stated to Rome, that the Government have agreed to hold a Conference in October with this view. It is feared that no common action will find a stumbling block in the determination of England and Switzerland to maintain the right of asylum, while most of the other Powers would be willing to expel foreigners from their soil. If each country had only its home-grown conspirators to deal with it is thought that their control might be rendered more effective.

IMPERIAL PENNY POSTAGE.

A circular despatch published in the *Straits Government Gazette* notifies the reduction of the letter postage between the Empire and most of its Colonies from Christmas Day.

From Dec. 26th, therefore, letters up to 1 oz. will be able to be sent from the Straits Settlements to all part of the Empire, except Australia and India, for five cents.

The actual list of Colonies published is:—

Hongkong	Lagos
Ceylon	Gibraltar
Seychelles	St. Helena
The Gambia	Fiji
Sierra Leone	Falkland Islands
Gold Coast	Fryburgh Island
Trinidad & Tobago	Cyprus
Windward Islands	The Cape
Leeward Islands	Natal
Newfoundland	

India will adopt the new rate later; and Australia, although at present obsolete, will doubtless in the future have to come in.

A new parcel rate has also been adopted between the above Colonies and the Empire, viz.:—

Parcels not over 3 lb. 1/-.

Over 3 and not over 7 lb. 2/-.

Over 7 and not over 11 lb. 3/-.

This, however, would be no particular advantage to this Colony, whose present rates, on a graduated scale rising per lb., are in all cases lower. While the new system of 50c., \$1 and \$1.50 might be simpler, they will certainly not be cheaper.—S. F. Press.

A LINER IN DANGER.

WITHIN AN ACE OF DESTRUCTION.

The *Tsushima*, on a recent voyage from Liverpool to New York, had an experience that the crew and passengers will never forget. On the third day out, the log simply shot the ship out from a view of the sky or water. Suddenly there loomed up a big steamer which, from the brief glance obtained, was believed to be a cattle-transport. This stranger was almost dead ahead, and was travelling under full speed, at a slight angle to the course followed by the *Tsushima*. A collision seemed inevitable. Had it occurred, the speed of the stranger would have caused the disaster to have been one of the greatest that ever occurred. So close were the big ships together that nothing could be done to avoid a crash, although prompt orders were issued by the officers in charge of each. By the merest chance of good fortune, the east-bound ship slipped past the *Tsushima*, so close together did they go that a coin might have been tossed from one deck to the other.

The *Geographical Journal* has some interesting notes on Dr. Bach's visit to the Caicobairi Indians in the valley of the Amazon. He found that each habitation (or malocca) occupied by the tribe was supplied with a *cambaru* or telegraph, which enabled them to communicate with each other. The machine consists of a hollow piece of palm wood filled with sand, rubber, pieces of wood, and hide, and is fixed in a socket of sand, hide, resin, and rubber. This is struck with a club of wood coated with rubber and hide. This is one of these instruments hidden in each malocca, and the malocca are about a mile distant one from the other, and all on a direct line north and south. It appears that the instruments are on *rafts* with each other; and when struck with a club, the neighbouring ones to the north and south, if not above a mile distant, respond to the echo of the blow. To this an Indian answers by the striking the instrument in the malocca with which it is destined to communicate, which blow in turn is echoed by the instrument originally struck. Each malocca has its own series of signals. So enclosed is each instrument in the malocca that, when standing outside and near the building, it is difficult to hear a blow; but, nevertheless, it is heard distinctly in the next malocca, a mile distant, in the manner indicated.

THE STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamers.

"JOHN SANDERSON," Captain Sims, will be despatched for the above port on or about the 12th November.

To be followed by the s.s.

"CLINTON," sailing about 25th November, 1898.

For Fielitz or Passow, appt. to

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th October, 1898. [1212]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"SUNGKANG,"

Captain Randle, will be despatched as above on TUESDAY, the 1st November, at Daylight.

For Freight or Passage, apply to

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	KOBE and YOKOHAMA.	TO-MORROW, 28th October, at 4 P.M.
R. Nusome	THURSDAY ISLAND, VILLE, BRISBANE, and MELBOURNE.	TO-MORROW, 28th October, at 4 P.M.
YAMASHIRO MARU	SYDNEY	TO-MORROW, 28th October, at 4 P.M.
J. Jones	COLOMBO	TUESDAY, 1st November, at Noon.
HIROSHIMA MARU	S. Teiji	WEDNESDAY, 2nd Nov., 21.4 P.M.
SAMURI MARU	KOBE and YOKOHAMA	WEDNESDAY, 2nd Nov., 21.4 P.M.
W. Townsend	SEATTLE, WASH., U.S.A., via NAGASAKI, KOREA, LONDON, and MELBOURNE.	TUESDAY, 8th November, at 4 P.M.
KINOSHIMA MARU	SAKAI, KOREA, YOKOHAMA	TUESDAY, 8th November, at 4 P.M.
F. J. Brown	MARSEILLE, LONDON, and MELBOURNE	TUESDAY, 8th November, at 4 P.M.
SADO MARU	WHITE, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 8th November, at 4 P.M.
J. B. Murray		

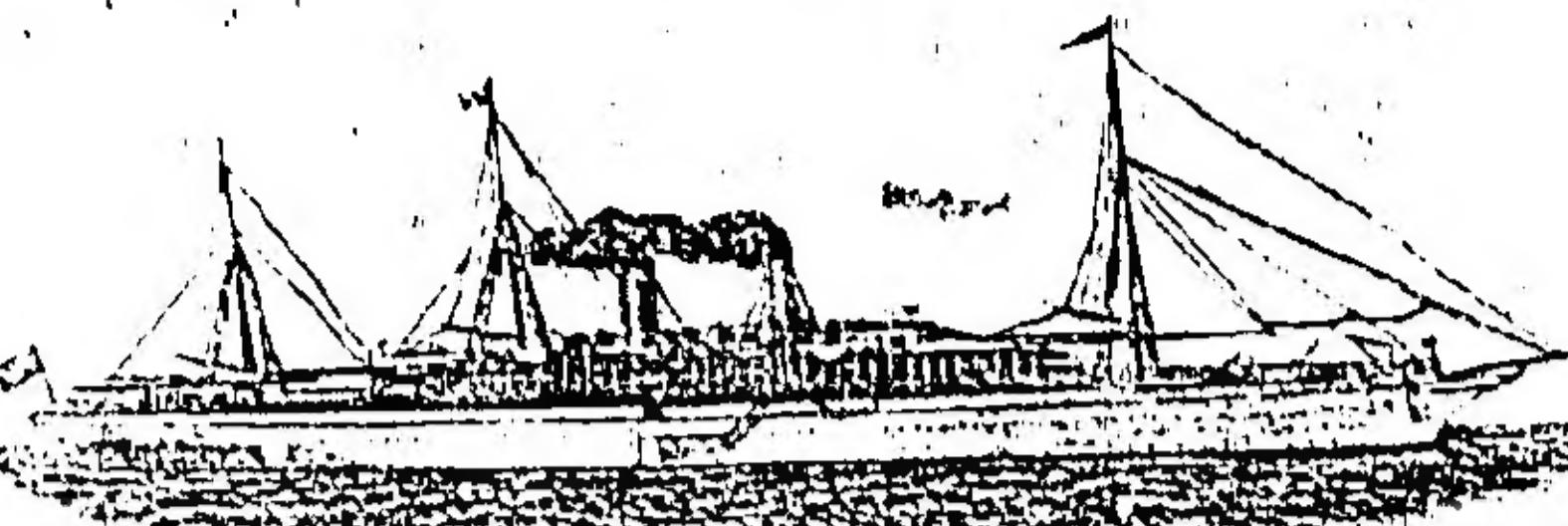
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

1898.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Gens for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street. [1241]

Hongkong, 26th October, 1898.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSHAN."

Captain P. H. Rule, R.N.R., will be despatched as above TO-MORROW, the 28th instant, at 2 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1898. [1242]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship

"KWEIYIANG."

Captain Outerbridge, will be despatched TO-MORROW, the 28th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th October, 1898. [1243]

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"JOHN SANDERSON."

Captain Smith will be despatched as above on or about the 28th instant.

For Freight or Passage, apply to

SHEWAN, TOME & Co.,

Agents.

Hongkong, 26th October, 1898. [1244]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched on SUNDAY, the 30th instant, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1898. [1245]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES."

Captain Brown, will be despatched as above on SUNDAY, the 1st November, at 4 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th October, 1898. [1246]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to

ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Company's Steamship

"GUTHRIE."

Captain Craig, will be despatched for the above Ports, on SATURDAY, the 3rd November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to

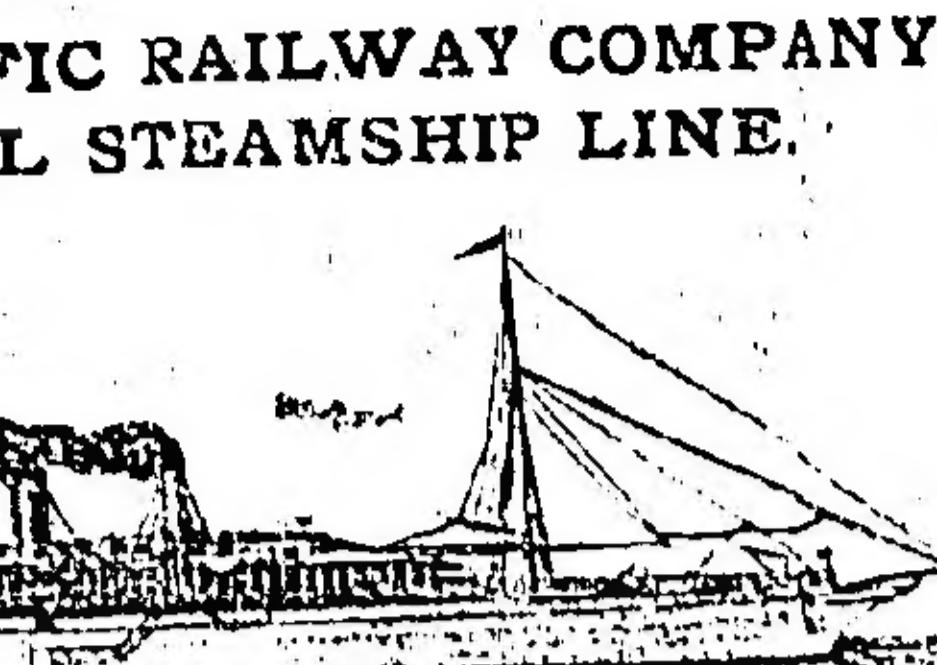
GBB, LIVINGSTON & Co.,

Agents.

Hongkong, 24th October, 1898. [1247]

Ships.

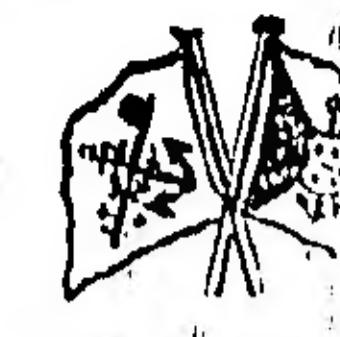
CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



1898.

Shipping.

NORTH
GERMAN LLOYD.
(Freight Services.)



(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
BABELSBERG	HARVE & HAMBURG	8th November.	
Puff.	LONDON, HAMBURG, AMSTERDAM	About 11th November.	
ANDALUSIA	AND ANTWERP	Freight and Passage.	
Schroeter	HARVE AND HAMBURG	12th November.	
STOLBERG	HARVE AND HAMBURG	About 13th November.	
Farmes	HARVE AND HAMBURG	About 14th November.	
SAVOIA	HARVE AND HAMBURG	About 15th November.	
Jager	HARVE AND HAMBURG	About 16th November.	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 27th October, 1898. [1248]

1898.

Ships.

Ships.

NORTHERN PACIFIC
STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOREA
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
STRATFORD	HARVE & HAMBURG	8th November.	
STRATFORD	LONDON, HAMBURG, AMSTERDAM	About 11th November.	
STRATFORD	AND ANTWERP	Freight and Passage.	
STRATFORD	HARVE AND HAMBURG	12th November.	
STRATFORD	HARVE AND HAMBURG	About 13th November.	
STRATFORD	HARVE AND HAMBURG	14th November.	
STRATFORD	HARVE AND HAMBURG	15th November.	

Also.